

AFTER THE CONFLICT.

THE GREAT BLOCKADE BROKEN AND TRAFFIC BEING RESUMED.

A Passenger Train Demolished by the Mob at Johnston, Pa.—The Citizens of San Francisco Organizing Against the Hoodlums—Many of the Strikers Returning to Work—The Latest Reports from all Points of Interest.

PENNSYLVANIA.

Freight Trains Moving East from Pittsburgh.

By Telegraph to THE REPUBLICAN.

PHILADELPHIA, July 29.—The Pennsylvania railroad moved all their East-bound freight to-day from Pittsburgh, including nearly two hundred car-loads of cattle. There is now no trouble on the Pennsylvania roads, except at Erie, where the superintendent expects to start freight to-morrow. The trains east from Pittsburgh were made up of double-headed, and will reach Philadelphia and New York on Monday.

Citizens in the Mining Regions Still Organizing for Protection.

MAUCH, CHERRY, PA., July 29.—A large meeting of citizens to devise means for protecting life and property was held here last evening.

Two companies of volunteers were speedily enrolled, and Gen. Charles Albright was unanimously elected colonel. The best battalion, which is composed of some of the best men of the town, is to be divided into two companies. The situation here is now very quiet, but no trains are being moved over either road, and should there be an attempt made in this direction it is believed that trouble would ensue. All the mines in Panther Creek valley are idle, and there is danger of a strike among the pump engineers and firemen at those mines. In such an event the mines would be flooded, and the companies would suffer great loss.

Passenger Trains Attacked by a Mob—Lives of the Soldiers in Great Danger.

PITTSBURGH, Pa., July 28.—At 6 o'clock this morning four trains over the Pennsylvania road arrived from the East with State troops. They are under command of Governor Hartranft, who accompanied them in a special car. The first train stopped at Lawrenceville station, and from there to Millvale the cars are stretched along the tracks, all filled with soldiers. They comprise General Britton's Philadelphia division, General Gallagher's division, General Harvey White's division and three batteries of United States regulars. There are other trains en route from the East, bringing two companies of regulars and another body of militia, and it is estimated before evening that there will be 5,000 troops here. It was expected they would arrive here last evening, but owing to obstructions on the road, trains had to run very slowly.

The most serious trouble on the way was encountered at Johnston, Pa. As the second section of the train passed the depot at that place it was attacked by a mob, armed with stones and pieces of metal, which were thrown at the windows of the cars with telling effect. Volleys after volleys were poured into the train, crushing windows and injuring numbers of the soldiers. As the train moved on several different attacks were made. The last and most serious was after the train had passed beyond the depot some distance. At this point the mob gathered in great numbers, and the soldiers were ordered to open fire. The result was a severe battle, in which the mob was completely routed. The train continued on its way, and the soldiers were ordered to resume work.

An Invasion of the State Threatened by Mollie Maguire.

PHILADELPHIA, N. J., July 28.—There have been numerous rumors to-day of the invasion of New Jersey by Mollie Maguire, by the striking iron men of Bethlehem, and by the striking train men from the Lehigh Valley railroad, but they are not generally believed. General Sewell, commanding the military at this place, is using every precaution to prevent the success of such an attempt. If made, the soldiers are stationed on all the bridges across the Delaware river. The river bank is patrolled by armed soldiers, and all citizens crossing are closely questioned, and those whose replies are unsatisfactory are turned back.

The Morris and Essex division of the Delaware, Lackawanna and Western road have had three trains in and out this afternoon. It is reported that their men have all agreed to resume work. The Central railroad have had no regular trains to-day, though they have had several specials. The work will commence running regular trains to-morrow evening. The strikers have nearly all applied for work, but none are employed. Everything is quiet and orderly. All liquor selling has been prohibited by the mayor.

ST. LOUIS.

Everything Quiet in the City, and Business to be Resumed.

running regular. Strikers are firm. City very quiet.

Trains Resumed.

BRADDOCK'S FIELD, Pa., July 29.—The familiar whistles of freight engines on the Pennsylvania railroad are now heard all along the Western division. A great many freight trains are passing in toward Pittsburgh, and five have already gone East from East Liberty and Pittsburgh.

THE SITUATION AT BETHLEHEM.

An Effort to Run Trains to be Made To-day.

By Telegraph to THE REPUBLICAN.

BETHLEHEM, Pa., July 29.—The situation here is unchanged. The Lehigh Valley road, as well as the Central, continues idle. It is rumored that on the latter a determined effort to run trains will be made to-morrow. The former may they will give due notice when their trains will resume. Neither road will re-employ strikers, and have more applicants already than positions.

The Bethlehem Iron Company's employees are quiet and orderly, and no trouble is apprehended.

For some days past strikers from Easton have been working among the mill men, distributing incendiary hand-bills, endeavoring to draw them into the strike.

MARYLAND.

More Troops to Assist in Raising the Blockade on the Baltimore and Ohio Road.

By Telegraph to THE REPUBLICAN.

BALTIMORE, July 29, 10 p. m.—Two freight trains from Martinsburg arrived at Locust Point last night. To-day seventeen trains from Martinsburg arrived at Locust Point and eight at Cumberland. All the freight at this point was cleared up yesterday and no trains left to-day. The strikers at Keyser and Grafton, Va., having declared the road should not be opened, Gov. Matthews, of West Virginia, made a requisition on President Hayes for additional troops, and this morning Gen. Barry dispatched companies E, D and I, of the 5th artillery, to those points. They arrived at Keyser at 7 o'clock this evening. Vice President Keyser accompanied the troops, and will address the strikers at Keyser and Grafton. One hundred men, under Capt. Forney, arrived here to-day to replace the troops sent to West Virginia. The company en route to-night that the running of freight and passenger trains will be resumed to all points to-morrow and the strike may be considered ended on their road.

A Train Detained by Strikers at Keyser.

CUMBERLAND, July 29.—Freight trains were moved west from here this afternoon. The first one was under guard of Capt. Wilson's United States battery from the detachment in this city, and went through to Keyser. A train following was stopped near Keyser by the strikers. When Capt. Wilson reached the spot with the sheriff the strikers had fled across the river into Maryland. Afterwards two of them went back into West Virginia and were arrested. The sheriff of Allegany county, Md., has summoned a posse to arrest those in Maryland. It is orderly here, but large crowds about all day and considerable excitement is manifested.

Trains to Run To-day—Employees Willing to Resume Work.

BALTIMORE, Md., July 30—120 a. m.—Advices just received from Keyser state that trains will run from there this morning both east and west. A large proportion of the old employees have signified a willingness to resume their positions, and desire that no troops be sent with them. Twenty-five freight trains will leave here this morning.

NEW JERSEY.

An Invasion of the State Threatened by Mollie Maguire.

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JERSEY CITY, July 29.—At an early hour to-day Gov. Bodie received a dispatch at his headquarters in the Taylor Hotel, Jersey City, from Gen. Sewell, stating that everything was quiet at Philadelphia, Somerville and the neighborhoods where the disturbance was apprehended.

ST. LOUIS.

Everything Quiet in the City, and Business to be Resumed.

By Telegraph to THE REPUBLICAN.

ST. LOUIS, July 29.—To-day passed very quietly. A number of companies of the Citizens' Guard have been disbanded, and it is quite probable that all will be removed to-morrow, when general business will be resumed and the Merchants' Exchange reopened. James McCarthy, a prominent Internationalist and one of the most incendiary speakers of that order, together with Peter Lofgren, who is believed to be chairman of the executive committee which worked so much mischief during the past week, are under arrest and in jail. C. N. Ledy, a negro who led the levee rabble in their proceedings on Tuesday and Wednesday last, and a number of others engaged in closing mills, factories, &c., are also under arrest. Twenty-six of the ring leaders of the strikers in Carondelet were also captured yesterday.

CALIFORNIA.

San Francisco Hoodlums Completely Covered by the Authorities.

By Telegraph to THE REPUBLICAN.

monstrations. During the evening members of the National Guard have relieved a portion of the Safety Committee, who have been on guard duty for three previous nights, but on occasion has arisen requiring them to leave the various ward headquarters.

The police have discovered and rearrested a man named Barney McLaughlin, who was caught attempting to kindle a fire under the Pacific Mail dock, but by a clerical error at the station-house had been booked as drunk and released with a fine. The authorities are of the opinion that no further troubles need be anticipated, but the precautions of the past week will be observed a few days longer. All excitement is over.

MISSOURI.

Difficulties Compromised and Rioters Arrested in Sedalia.

ST. LOUIS, July 29.—A special to the Republic from Sedalia, Mo., says the strikers on the Missouri, Kansas and Texas railroad came to a termination this morning by the company acceding to the demands of the employees. All the men returned to work, and the trains are again running. Eleven to twelve hundred militia are at St. Louis, besides United States troops. All the roads except the Toledo and Wabash sent out both passenger and freight trains to-day. Considerable objection was made to this by the strikers, and about noon quite a crowd gathered about a passenger train and said it should not go out.

As they were quite demonstrative, Gen. Bales sent a company of militia to the train, who surrounded the strikers and took sixty-five prisoners, who were placed in confinement. This quieted things materially, but guards were placed on all the trains which left subsequently, and no more trouble occurred. About one hundred strikers or their sympathizers, who indulged in loud talk, were arrested during the day, and by night few strikers were to be seen.

NEW YORK.

The Troops on the Canada Southern Road Settled.

By Telegraph to THE REPUBLICAN.

BUFFALO, N. Y., July 29.—The trouble on the Canada Southern road was settled last night. The men will resume work Sunday with the understanding that their grievances will be considered by the company hereafter.

On the Lake Shore passenger and freight trains have not yet started.

Good News from All Over the Country.

NEW YORK, July 29.—At this hour (12 noon) there are no indications of a disturbance at any point having telegraphic communication with New York. From all over the country comes the cheering intelligence that everything is quiet. There is, of course, a feeling of uncertainty on the Delaware and Lackawanna and Morris and Essex railroads and in the mining districts, but whatever may occur hereafter, everything seems peaceful now.

OHIO.

Collision on the Cincinnati and St. Louis Railroad.

By Telegraph to THE REPUBLICAN.

COLUMBUS, OHIO, July 29.—Passenger train No. 32 on the Pittsburgh, Cincinnati and St. Louis railroad ran into a freight train on its arrival here at 1:45 o'clock this morning by a misplaced switch. The damage was slight. Some of the passengers were slightly bruised. It is not positively known that strikers tormented the switch. There was no disturbance at the scene. A rumor prevails again to-night that a number of miners are coming to this city, but it probably has no foundation. Pittsburgh, Cincinnati and St. Louis officials announce that they will run freight trains to-morrow east and west, or at least make the attempt. The city is very quiet.

LOUISIANA.

A Strike and Riots Anticipated in New Orleans.

By Telegraph to THE REPUBLICAN.

NEW ORLEANS, July 29.—For the past two days rumors of a strike have prevailed, and yesterday the employees were asked to sign papers guaranteeing higher wages to hands. Notices were posted of meetings to be held to-day. The authorities are on the alert. Last night the Washington artillery and Louisiana field artillery were under arms, and the local military received notice to be in readiness for action, and were charged by Gov. Nichols, in the event of an apprehensive gathering, to disperse it immediately at any hazard or cost. No blank cartridges will be used.

INDIANA.

A Short and Unsuccessful Strike on the Van Buren and Dallas Road.

By Telegraph to THE REPUBLICAN.

INDIANAPOLIS, July 29.—The engineers of the Vandallia road struck at 12 o'clock last night, and attempted to prevent trains from passing through Terre Haute by tampering with an engine and by intimidation. Two trains went through, one run by Master Mechanic Piddle and the other by a foreign engineer. But at a meeting held at Terre Haute to-night the strikers resolved to go to work to-morrow, and have so notified the engineers at Indianapolis, Ellettsburg and St. Louis.

SAN FRANCISCO.

The Citizens Organizing Against the Hoodlums.

By Telegraph to THE REPUBLICAN.

SAN FRANCISCO, July 29.—A dispatch from San Diego says: The citizens learning of designs of the criminal and hoodlum element to attempt to fire and plunder the Chinese quarters, yesterday organized a safety committee. Arms were obtained from the United States barracks, and the best citizens are entrusted with their use to put down any attempt at rioting.

ENGLAND.

Mr. Gladstone on the Reinforcement of the Mediterranean Squadrons.

By Cable to THE REPUBLICAN.

LONDON, July 29.—Mr. Gladstone, in a magazine article, characterizes the reinforcement of the Mediterranean squadrons as a perfect example of the art of disquieting and annoying one side without offering the smallest advantage on the other.

Interest in the American Strike in France.

PARIS, July 29.—Disturbances in America are exciting intense interest throughout France. Republicans are apprehensive that the effect will be favorable to MacMahon's schemes on the plea that Republicanism necessarily means communism and bloodshed and interior disorder of society.

An Ex-King Injured.

LONDON, July 30.—Ex-King Amadeus has been thrown from his carriage at Turin and seriously injured.

Georgetown escaped any serious

A LITTLE DELUGE.

FIXED UP BY THE ELEMENTS FOR THE BENEFIT OF WASHINGTON.

Wind, Rain and Lightning—Extensive Damage in Different Sections of the City—A Fatal Stroke of Lightning.

Two heavy storms struck the city Saturday and yesterday within twenty-four hours of each other, and did a good deal of damage. The rain fell in torrents, and the lightning played vividly over the city. The storm Saturday afternoon came up about 4 o'clock, and the rain was accompanied by a strong wind. The rain cleared away the deluge for nearly an hour. Yesterday afternoon, about 11 p. m., a heavy shower of rain fell, and the lightning played vividly over the city. The storm Saturday afternoon came up about 4 o'clock, and the rain was accompanied by a strong wind. The rain cleared away the deluge for nearly an hour. Yesterday afternoon, about 11 p. m., a heavy shower of rain fell, and the lightning played vividly over the city.

FATAL LIGHTNING.

About 4 o'clock Saturday afternoon John F. Knott, a miller employed at Mr. Evan Lyon's mill, discovered the body of a colored man, who had been killed by a stroke of lightning while taking shelter under a tree near Mr. Lyon's mill-dam on Rock creek, opposite Oak Hill cemetery. Sergeant Hess and Officers Jones and Dangler, of the police, were called to the scene, and the body was removed to the morgue. The lightning struck the chimney on the corner of B and Seventh streets southeast. The damage was slight.

The corner yesterday viewed the body, and, deeming it useless to attempt to save it, a certificate of death was issued.

Saturday afternoon Mrs. Mary Moore, wife of George Moore, living on the "T. R." road, about six miles from Washington, was severely struck by lightning while standing in the doorway of her house. She was killed.

IN THE WEST END.

Yesterday's storm probably did more damage in the West End than in any other locality. In I street, between Sixteenth and Twenty-first streets, residences and stores on both sides of the street were flooded, causing damages estimated at \$10,000. The water surrounded this locality like a lake and completely flooded the basements. At the corner of the J. Lyman & Son, southeast corner of Sixteenth and I streets, was flooded to the depth of three or four feet, and the goods were damaged to the extent of \$500. The damages at Joseph Jackson's food store amounted to \$75, and at Mr. McCormick's grocery, corner of Seventh and I streets, about \$20. At the corner of Seventh and E streets northwest, a portion of the street was washed away.

The sewer in course of construction by Henry H. Foster, at the intersection of Twenty-first and Twenty-second streets, was badly damaged, and ten trees and two street lamps were washed down into the ditch. Part of a frame house on Nineteenth street, between I and M streets, was washed away. The neighbors of the house were obliged to move.

BALTIMORE AND POTOMAC REPORT.

get a good drubbing. The depot after the storm was situated in the middle of a lake, which extended up Sixth street and along Missouri avenue for a considerable distance. The sewerage in this locality seems to be very defective. The cellar of a store on the corner of Fourth and Pennsylvania avenue between Fourth and a-half and Seventh streets were damaged to some extent. The basement under the Howard house, occupied by a store, owned by Mr. Campbell, the hardware man, was flooded to the depth of five feet. Martin's restaurant, formerly Duban's, corner of Sixth street and Pennsylvania avenue, had three feet of water on the floor. All of the restaurants on the corner of Fourth and a-half and Sixth streets had their cellars and basements flooded. The vicinity of

THE CENTER MARKET.

was also deluged. A sheet of water spread over the market, and extended to a short distance into the Smithsonian grounds, flooding all of the neighboring cellars. The water did not rise to the height of the floor of the market-house. There were two or three feet of water in the basement of the building. The water did not rise to the height of the floor of the market-house. There were two or three feet of water in the basement of the building. The water did not rise to the height of the floor of the market-house. There were two or three feet of water in the basement of the building.

Harry Middleton's restaurant, No. 218 Ninth street, was flooded to the depth of three feet. The water did not rise to the height of the floor of the market-house. There were two or three feet of water in the basement of the building.

The clothing store of Moses F. Eisenman, No. 220 Ninth street northwest, was flooded to the depth of three feet. The water did not rise to the height of the floor of the market-house. There were two or three feet of water in the basement of the building.

Mr. Charles Edel's butcher and provision store, No. 218 Ninth street, was flooded, and the water did not rise to the height of the floor of the market-house. There were two or three feet of water in the basement of the building.

The cellar of the junk store of E. G. Wheeler, corner of Seventh and B streets northwest, was flooded to the depth of three feet. The water did not rise to the height of the floor of the market-house. There were two or three feet of water in the basement of the building.

The sewer at the corner of Fourteenth street and Pennsylvania avenue was choked up, and the engine and pump room in the basement of THE REPUBLICAN building were partially flooded. If the water had risen an inch higher the press would have been endangered. No. 2 Engine Company soon pumped the water out.

At the BALTIMORE AND OHIO DEPOT the streams from the adjacent hills on the south side of the company's tracks and property came in such a force as to wash immense quantities of sand down the bank, and in some places completely imbedded the rails. As the rain subsided men were put to work with shovels and picks to remove the sand, and the running of the trains was not interfered with. The freight depot, which stands some distance above the ground, was surrounded by water. As the square is below the level of the street, the water had to be dug to permit the surplus water to escape. At the intersection of D street and New Jersey avenue there was another choked sewer, and that being a depot of entrance for teams to the passenger depot, of course also

Gen. Hancock on the Situation.

THE COMMUNE IN PENNSYLVANIA VIRTUALLY CRUSHED—SOME TROUBLE WITH THE MINERS PROBABLE.

The following telegram was received at the War Department on the afternoon of the 28th instant (Saturday):

PHILADELPHIA, July 28.—To the Adjutant General, U. S. A., Washington, D. C.: Gen. Hartranft and Col. Hamilton of the United States artillery are at Pittsburgh. Col. Hamilton has about fifty prisoners, riotous taken from Johnston, Pa. They have been reported to the Governor, who has taken possession of them and has directed the Adjutant General of the State to prosecute them immediately. This case occupies several other times before the accident occurred, and there was apparently no reason for the collision, which appeared to be caused by the reckless attempt of each engineer to reach the crossing first. Eighty persons were injured.

Neither Rock creek nor the Potomac was much affected by the storm, as it appears that it did not extend far beyond the District. A lamp-post was blown away from its moorings at the Aqueduct bridge. Two trees on the north side of Bridge street, between Monroe and Montgomery streets, were blown down. A number of cellars on High street were flooded.

Mr. V. H. Hunsbarger, glove-maker, corner High and Second streets, sustained considerable loss, as the water flooded the first floor of his building.

WANTED INTO THE RIVER.

About two o'clock William Brown, a white boy, sixteen years of age, while seeking shelter from the storm, under the eaves of the old distillery, was washed over the rocks and into the river. He was rescued by some friends in a small boat. He was battered against the rocks and quite seriously injured. Dr. Tyler rendered medical aid.

POLITICAL NEWS.

An Imposition by the Syndicate.

THEIR DEBITIOUS ADVERTISEMENT IN THE LONDON PAPERS, WHICH IS CALCULATED TO DECEIVE THE ENGLISH PEOPLE—AN INTERVIEW WITH SECRETARY SHERMAN AND WHAT RESULTED THEREOF.

The attention of Secretary Sherman was last evening called to the following, inserted in the London papers by the syndicate in their advertisement of the United States new four per cent. bonds, for the sale of which they are the agents:

These bonds are for raising the debt of the United States after the 1st day of July 1877, in coin of the standard value of the United States gold coin, at 140, (gold) with interest in coin.

The Secretary said that in his opinion the fact that the words "gold coin" were placed in the advertisement in parentheses, and which they constitute no part of the law, and made the statement a fair one. He also declared that as the bonds in question had been issued in exchange for gold coin they could not be redeemed by anything but gold coin or its full equivalent.

He was not ready to admit that any intention exists on the part of the syndicate to convey the impression that the law providing for the issue of the bonds made them payable in gold coin. The advertisement appeared to him to mean that gold coin was the standard coin, and which the bonds were issued. Mr. Sherman added that there can be no question that all parties will unite in requiring the payment of this coin in a gold dollar of twenty-five and eight-tenths grains silver.

However, that this advertisement, to most readers abroad, will convey the impression that this dollar (American unit of gold coin) was the only standard of value in the United States when the authorizing the issue of four per cent. was passed, and as such it is open to a charge, if not laid faith, at least of a singular omission, which has the appearance and may in the end be an act of bad faith.

The Secretary well knows in this country that at the time the act was passed under which these bonds are issued there was a double standard, and that if the coinage of the silver dollar had not been discontinued they could unquestionably have been issued in that coin. If the coinage of the silver dollar should be resumed before the date when the bonds become due, those bonds could be paid off in silver, unless some future act of Congress should amend the act under which they were issued.

The effect of the advertisement issued by the syndicate must be to deceive the British public, and therefore bring the credit of our Government into disrepute. The advertisement should have stated all the facts, and allowed the English to judge for themselves as to how the bonds would likely be finally paid off.

We regret that our Government has adopted the policy of intrusting the negotiation of our loans to a syndicate composed chiefly of bankers of foreign birth, who have no interest in preserving the credit and honor of the nation. Indeed, we think that four per cent. loan should have been entirely reserved for the American people, who would have been glad to take it all without any fees to syndicates.

As John G. Smith to be Superseded?

SECRETARY SHERMAN DENIES THE REPORT, BUT THE FRIENDS OF ROLLINS, OF NORTH CAROLINA, CLAIM THAT SUCH IS THE OFFICIAL PROGRAMME.

The report of the appointment of a man named Rollins, of North Carolina, in the place of John G. Smith, as Commissioner of Indian Affairs, was denied by Secretary Sherman, though Rollins denied that such a consultation was reached in the Cabinet, and that he will shortly assume the duties of the office. The matter is the subject of talk on all sides. The matter excites general attention for two reasons. First, there is no official report to Washington who stands higher with all who know him for strict honesty than Mr. Smith, and for the last year some of the most prominent officers in the army have spoken in the most cordial terms of his success in the whole Indian management. Secondly, the North Carolina crowd, who have been most active in pushing the pending investigation before Assistant Secretary Bell and his commission of clerks, include a number of persons of the worst class. Several of these co-operating with the worst class of the North Carolina crowd, who have been most active in pushing the pending investigation before Assistant Secretary Bell and his commission of clerks, include a number of persons of the worst class.

Two of them have been summarily dismissed from three newspaper offices where they have appeared with their sensational and false charges. They belong to a set who have also attempted to work in the Treasury Department through the New York Herald, and they are now in the absence of Secretary Sherman succeeded in having a claim opened and passed upon, which, if the real money had not been discovered by the Secretary, would have led to the receipt of claims involving additional payments on the part of the Government of \$40,000,000.—Washington correspondence of the Cincinnati Gazette.

Movements of the Troops.

ORDERED TO DUTY AT PHILADELPHIA AND OTHER POINTS TO PRESERVE THE PEACE AND ENFORCE THE LAWS.

On Friday and Saturday, respectively, two companies of marines from the headquarters of the corps, commanded by Capt. Bishop, and a battalion, under Capt. James Forney, reported at the Baltimore and Ohio depot, by order of General Schofield, to assist in removing the freight on the Pennsylvania railroad, and a third battalion is held in reserve at the headquarters here, and others at Brooklyn, Boston and League Island barracks. The Norfolk navy yard has been stripped of marines. Several officers who were on duty here, and who were ordered to leave immediately, are now on duty at the headquarters of the corps, commanded by Capt. Bishop, and a battalion, under Capt. James Forney, reported at the Baltimore and Ohio depot, by order of General Schofield, to assist in removing the freight on the Pennsylvania railroad, and a third battalion is held in reserve at the headquarters here, and others at Brooklyn, Boston and League Island barracks.

Capt. Frank Munroe has been relieved from suspension, and ordered to the Maryland navy yard. Capt. H. B. Downey, assistant quartermaster, United States Marine Corps, has been ordered to duty with the marine detachment in Philadelphia, and First Lieutenant G. B. Haycock to the United States steamer Swatara as the relief of First Lieutenant Carlisle D. Porter. The resignation of Second Lieutenant Andrew Stevenson has been accepted to take effect September 1.

Gen. Hancock on the Situation.

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PHILADELPHIA, July 29.—The train of the Pennsylvania railroad, which left the Brooklyn depot at 6:40 this p. m., collided with a train on the Manhattan beach railroad at Parkville, where the two roads cross each other. Three cars of the Manhattan road were badly wrecked, while the engine and one car of the Prospect Park road were demolished. Both trains were in sight of each other some time before the accident occurred, and there was apparently no reason for the collision, which appeared to be caused by the reckless attempt of each engineer to reach the crossing first. Eighty persons were injured.

AN INEVITABLE RAILROAD COLLISION.

NEW YORK, July 29.—The train of the Pennsylvania railroad, which left the Brooklyn depot at 6:40 this p. m., collided with a train on the Manhattan beach railroad at Parkville, where the two roads cross each other. Three cars of the Manhattan road were badly wrecked, while the engine and one car of the Prospect Park road were demolished. Both trains were in sight of each other some time before the accident occurred, and there was apparently no reason for the collision, which appeared to be caused by the reckless attempt of each engineer to reach the crossing first. Eighty persons were injured.

Shot White Attempting to Escape.

FRANKLIN, Kt., July 29.—This afternoon a prisoner, in attempting to escape from jail, was shot and instantly killed by the deputy warden.

Another Man Stabbed.

BOSTON, July 29.—John McFall and Patrick Riley quarreled in a saloon on Everett street, East Boston, this morning, and the former was fatally stabbed in the back. Riley was arrested.

Stabbed.

NEW YORK, July 29.—Thomas Dornan, station-keeper of Brooklyn, was stabbed, perhaps fatally, by Frank McKillop. The latter was arrested.

General McKillop in New York.

NEW YORK, July 29.—General Daniel McKillop arrived here to-day in the steamer Germania.

tion. Probably that may require a similar treatment to that of the railroad.

W. R. HANCOCK, Major General, Commanding.